


with the Canadians and then turn the agreements over to State for signature. He said he had reached agreement with the Canadians on the construction, but had left open all questions regarding operations, many of these being of highly political significance.

Secretary Brucker said that a lot of hard construction work remains to be done, requiring vigorous prosecution and economy efforts. He thought it would be a mistake to shift construction responsibility. There was general agreement on this. He said the time had come when the tolls problem must be dealt with. He said that the Department of Defense has the only experience in the government for dealing with this problem. The Panama Canal is the major example of such activity. He thought that with regard to the handling of problems of operations until the construction is finished, the Department of Defense has the people most competent in this matter.

Governor Adams did not agree as to the logical compulsion to vest the responsibility for operations (including related administrative activity and negotiations) in Defense. He thought we should take the time to study these arrangements, and particularly how to set up a unit within the federal government to handle this. He suggested that necessary papers be prepared for a solution under which supervisory responsibility would be placed in Commerce, with a view to having another meeting of the same group when these are ready.




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